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TRANSPORTATION FACILITIES INCREASE

16 TRUCKS PER DAY IN 1951 -- Slovenski Porocevalec, No 59, 9 Mar 50; No 62,
13 Mar 50

The Yugoslav automobile industry produces domestically 514 of the 570 parts which are necessary for the construction of an automobile. It expects to produce the remaining 56 parts in the near future.

The "Impol" Factory in Slovenska Bistrica manufactures radiators for automobiles, the Maribor automobile factory produces cylinder heads and fenders, the Jesenice ironworks produces the wheels, and the factory for enamelware, which has the largest press in Yugoslavia (with a pressure of 900 tons), has begun to produce frames for automobiles. The precision instruments factory in Belgrade recently began to produce central hydraulic brakes and oil pumps for lubricating universal joints.

According to the Five-Year Plan, the automobile factory in Maribor will manufacture 16 trucks per day in 1951.

In the very near future, a new forging shop, equipped with large mechanical hammers, will begin operation. In 1949, the automobile factory in Maribor constructed workshop No 3, a drying installation, and a sawing installation.

NEW ROAD UNDER CONSTRUCTION -- Slovenski Porocevalec, No 73, 25 Mar 50

The Krizisce-Rizana road, the construction of which is called for by this year's economic plan for the Yugoslav Zone of the Free Territory of Trieste, will form part of the important transportation connection between Koper and Slovenia. The old road in this area will be widened, curves will be cut, and hills will be graded. The new road will be 8½ meters wide. A central strip 7 meters wide will be paved with asphalt. On each side of the road there will be a concrete strip. One hundred and thirteen meters more have been completed on the Trbovlje-Zagorje Road.

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PRODUCTION OF STREETCARS EXPANDS -- Slovenski Porocevalec, No 55, 4 Mar 50

In 1948, the streetcar workshop in Zagreb began the construction of streetcars and in the same year completed six motor-driven streetcars and three trailers. Two of the motor-driven cars were sent to Rijeka. The remaining cars were added to the Zagreb streetcar pool. In 1949, the workshop completed five motor-driven cars and ten trailers. According to the 1950 plan, the workshop will complete six new motor-driven streetcars, 12 passenger trailers, and five freight trailers.

BEATS PLAN BY 24,000 RR CARS -- Glas, No 1451, 22 Feb 50

At the Belgrade railroad station, 24,000 railroad cars more than were called for in the plan were received and dispatched in 1949. A total of 46,000 railroad cars were received and dispatched in Belgrade during 1949, while 64,000 freight cars were unloaded in Belgrade in 1949. The 1949 plan called for the unloading of cars within 38 hours, but the workers pledged themselves to unload cars within 35 hours and to increase the load of each car by 3 tons. Even though the railroad yard has a capacity of only 400 freight cars, it received 700 cars per day on several occasions in 1949. The Belgrade railroad station began work on the fourth year of the Five-Year Plan in November 1949.

TO BUILD NEW RR -- Slovenski Porocevalec, No 84, 7 Apr 50

After the completion of the Samac-Sarajevo standard-gauge line, it became imperative to replace the narrow-gauge railroad between the Vares ironworks and the Breza mine by a standard-gauge line.

The section of the line between the Podlugovi railroad station and the Breza mine was completed in 1949. On the 10-kilometer line between the Breza mine and the Vares ironworks, 20 tunnels and 16 bridges and viaducts are scheduled to be built. By 25 March 1950, Tunnel No 4 was completed.

NEW BRIDGE TO BE BUILT -- Slovenski Porocevalec, No 83, 6 Apr 50

To improve transportation, the construction of a new railroad bridge was begun recently over the Drava River on the Zapresic-Varazdin-Cakovec-Dolnja Lendava line. The bridge is located near the temporary wooden bridge which was constructed immediately after the liberation. It will be 210 meters long.

TRAFFIC ON NEW RR TO BEGIN -- Ljudska Pravica, No 86, 10 Apr 50

On 9 April 1950, the standard-gauge Bosut-Bijelina railroad, which connects the Semberija with the main Belgrade-Zagreb railroad line, was ready for traffic. The line is 21.5 kilometers long. Twenty one canals and 4 small bridges had to be built, and a 400-meter bridge had to be built over the Sava River.

NEW SHIPS TO BE COMPLETED SOON -- Slovenski Porocevalec, No 62, 13 Mar 50; No 69, 21 Mar 50

Three large transoceanic motor ships of the Yugoslav merchant marine are being built in the "Werf De Noord" Shipyard in Alblasersdam, near Rotterdam, Netherlands. The first of this series, the Rijeka, was launched on 30 November 1949 and was ready to sail to Yugoslavia on 16 March 1950. The Pula was launched recently and will be completed in a few months. The Zadar is still under construction, but will be launched soon.

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The Pula is 107½ meters long and 14.2 meters wide. Its carrying capacity will be 3,200 tons. The ship will have five holds, ten 3½-ton electric cranes for loading and unloading, and one 15-ton crane. The 3,100-horsepower Diesel engine will enable the ship to sail with a speed of 13.5 knots. It will have 12 passenger cabins.

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